

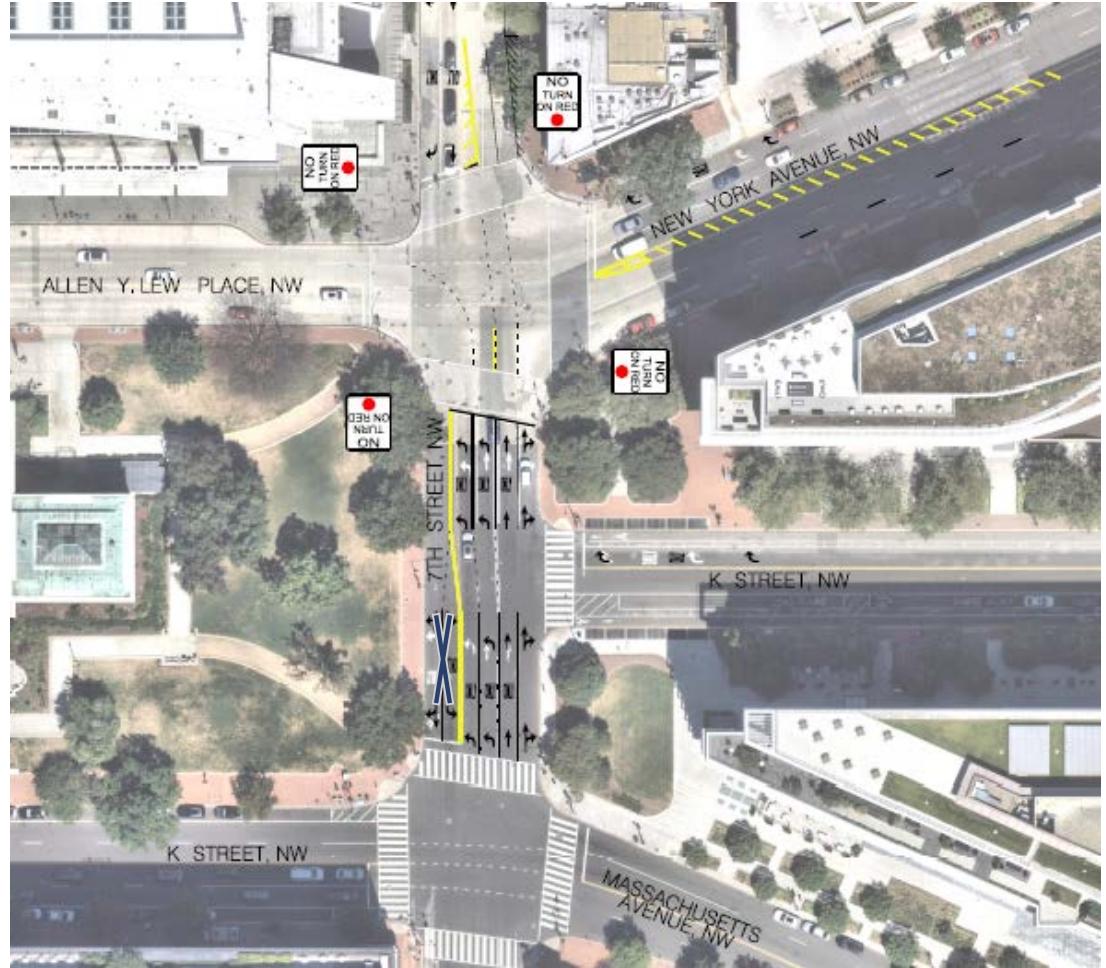


Safety Improvements at New York Ave/7th St/K St NW

December 2025

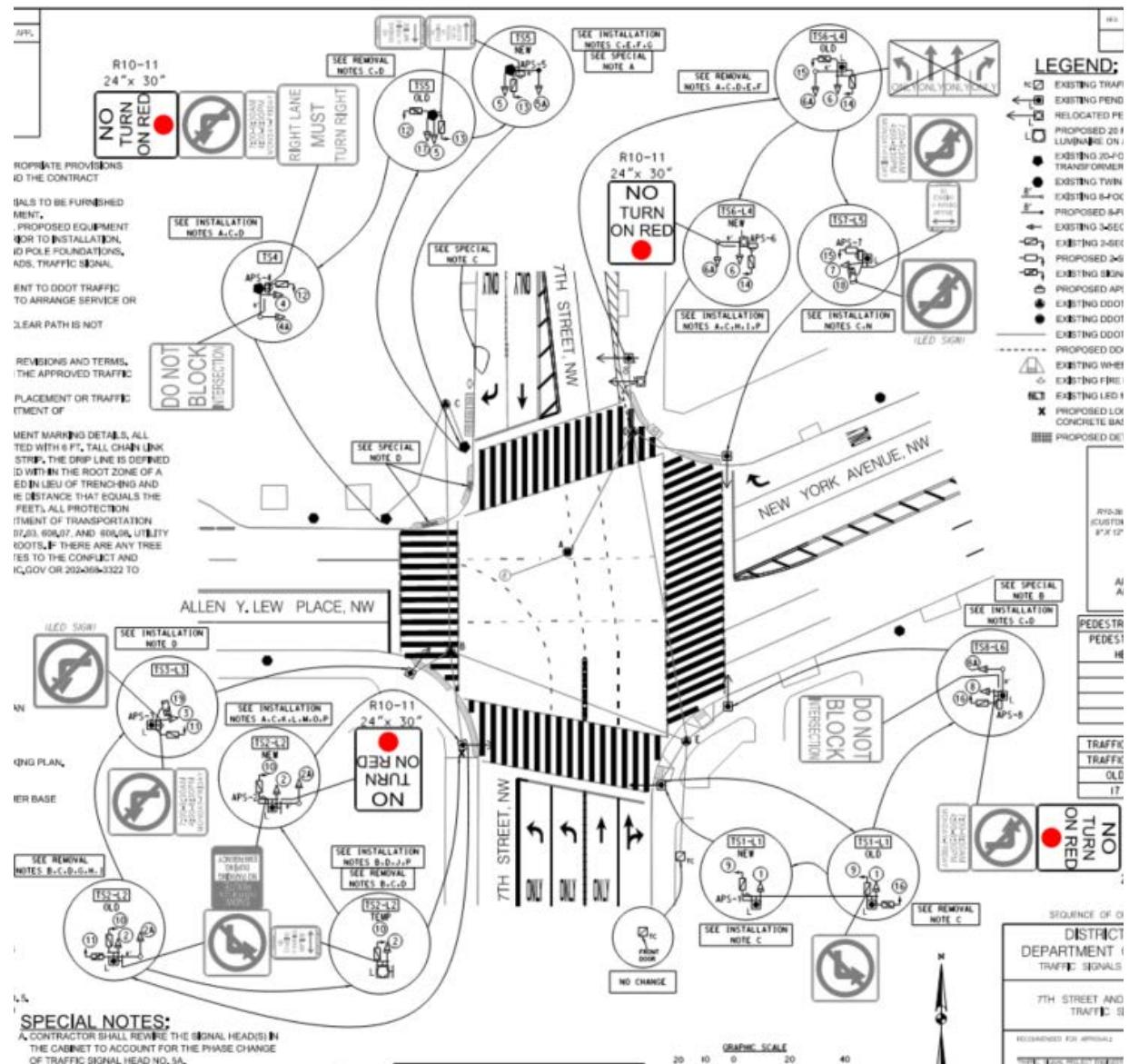
NOI #25-281-MSED

- No Turn on Red (NTOR) restriction at 7th Street and New York Avenue NW (all approaches)
- Lane reconfiguration at 7th Street, New York Avenue and K Street NW



HSIP/ISIP Overview

- Highway Safety Improvement Program (HSIP) and Intersection Safety Improvement Project (ISIP) are part of DDOT's proactive data-driven safety programs
- Main focus is to address safety issues based on the crash pattern



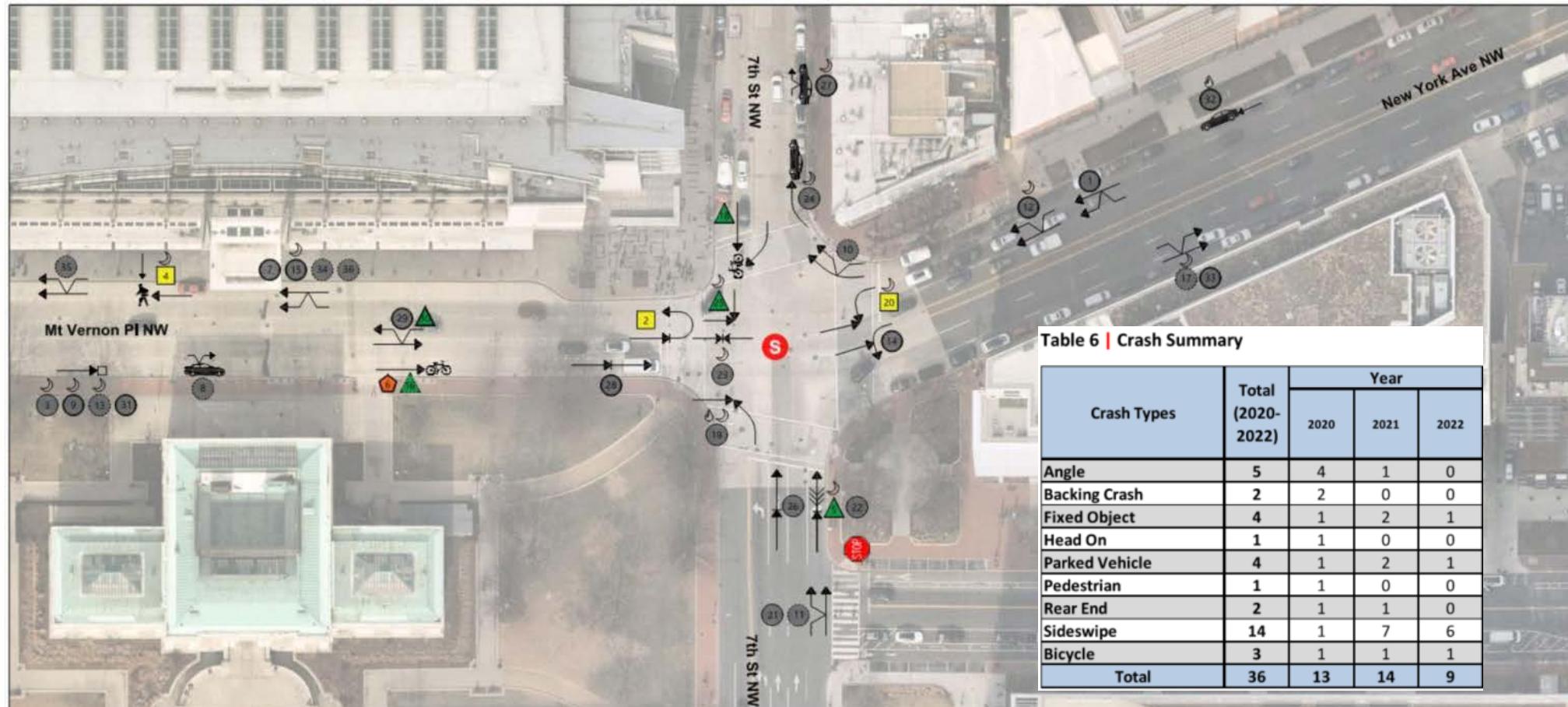
Types of Improvements

Low Cost, High Impact

- Programmatic improvements: retroreflective backplates, NTOR
- Phasing improvements: protected, pedestrian clearance, LPI
- Signal head visibility
- Turn restriction/conflict reduction, left turn traffic calming
- ADA improvements: APS, missing pedestrian ramps/crosswalks
- Positive guidance improvements
 - Signing
 - Markings, extension lines, lane lines, no parking areas, bike lanes
- Routine maintenance: faded signs, out of standard, parking clearance

Crash Data

| SYMBOLS | CRASH TYPES | | SEVERITY | CRASH YEAR | TRAFFIC CONTROL |
|-----------------------|-------------|---------------|---------------------|---------------------------|-------------------------|
| Moving Vehicle | Involved | Non-Involved* | Pedestrian | Head on | Sideswipe |
| Backing Vehicle | | | Bicycle | Rear End | Out of Control |
| Non-involved Vehicle* | | | Animal | Angle: Involving No Turns | Night-time Crash |
| # Crash ID | | | Direction of Motion | Angle: Turning Movement | Inclement Weather Crash |
| | | | Parked Vehicle | | Non-Disabling Injury |
| | | | Fixed Object | | Disabling Injury |
| | | | | | No Injury |



Source of Crash Reports: DDOT
Map Image from Nearmap
Not to Scale

* "Non-Involved Vehicle" and other "Non-Involved" symbols represent vehicles and other representations that were not physically struck but caused other vehicles to crash

Crash Diagram (2019-2021)
Eastern Ave and Otis St NE
Washington, DC

JOHN C. COLUMBIA
MAYOR

Site Observations

- Based on our field observations, we found that a significant number of drivers are using Allen Y. Lew Place as a cut-through. Specifically, 48% of the vehicles in the morning and 38% of the vehicles in the evening are currently turning right from K Street onto 7th, then immediately making a left. As you can imagine, this movement creates major safety concerns.
- Under our proposed design, we expect these drivers to shift their route: instead of that early turn, they will continue north through the 7th and New York Avenue intersection and then make their left at 7th and L Street NW.

Lane Reconfiguration and Turn Restrictions

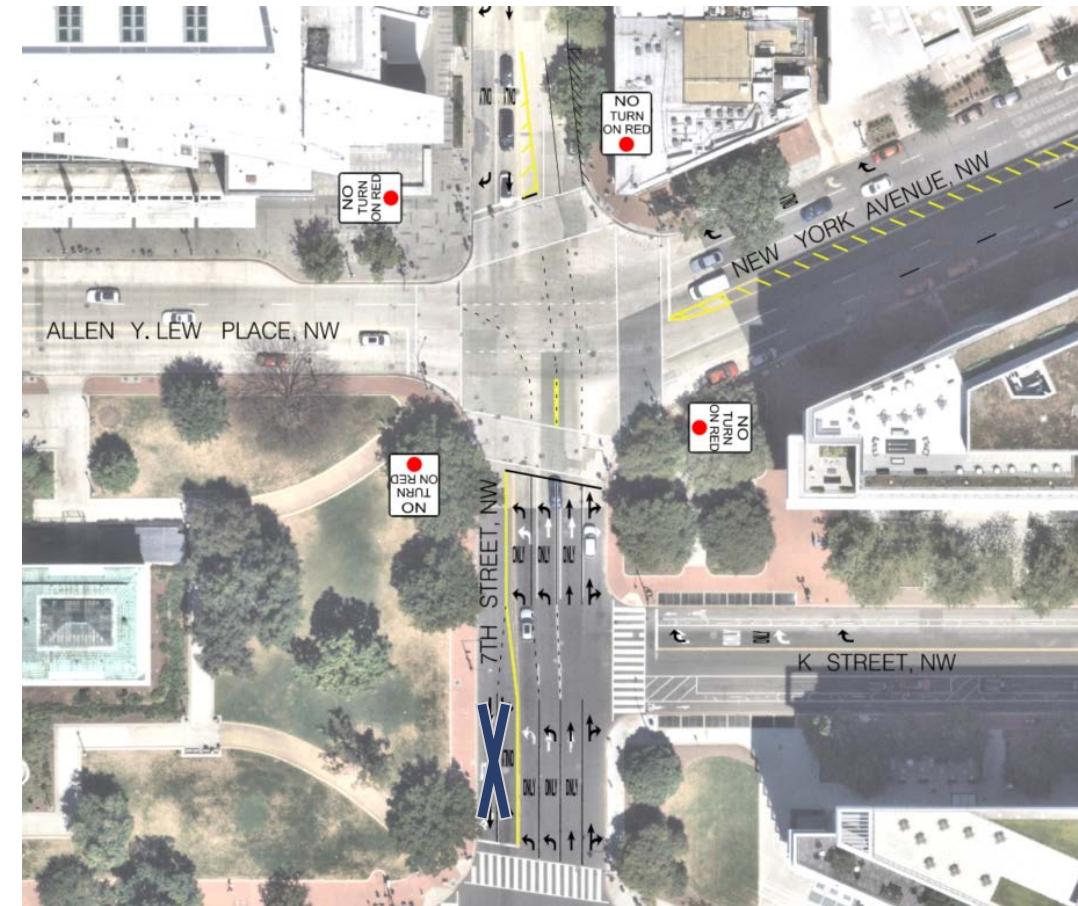
✓ **Intersection Simplification and Safety Improvement**

✓ **Lane Configuration Optimization**

✓ **Turning Movement Restrictions for Operational Reliability**

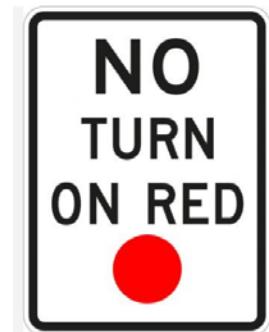
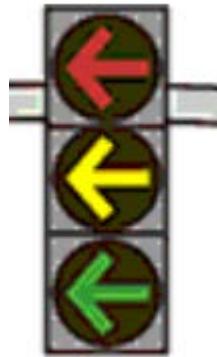
- Improve signal operations and queue discipline by prohibiting westbound K Street left turns onto Allen Y. Lew Place. Westbound K Street traffic would instead be redirected to turn left at 7th & L St NW.
- This restriction reduces conflicts between left-turn queues, through movements, and curbside activity, resulting in improved progression and more reliable operations –particularly for northbound traffic.

Note: DDOT will keep the existing configuration for the southbound traffic north of K St, NW.



Improvements - New York Avenue/7th Street/K Street NW

- ✓ **Installing Accessible Pedestrian Signal (APS) Pushbuttons**
- ✓ **Installing No Turn On Red for all approaches**
- ✓ **Replacing Signal Bulbs with Arrows**
- ✓ **Replacing and Repairing**
- ✓ **Improving Signal Visibility**
- ✓ **Installing Qwick Kurb and Rubber Speed Humps**
- ✓ **Lane Reconfiguration**
- ✓ **Improving Road Serviceability**
- ✓ **Improved Signage**



Strategic Bike Plan

Please share your feedback through December 31st:

<https://bikelanes.ddot.dc.gov/pages/strategicbikeplan>

d.

District Department of Transportation